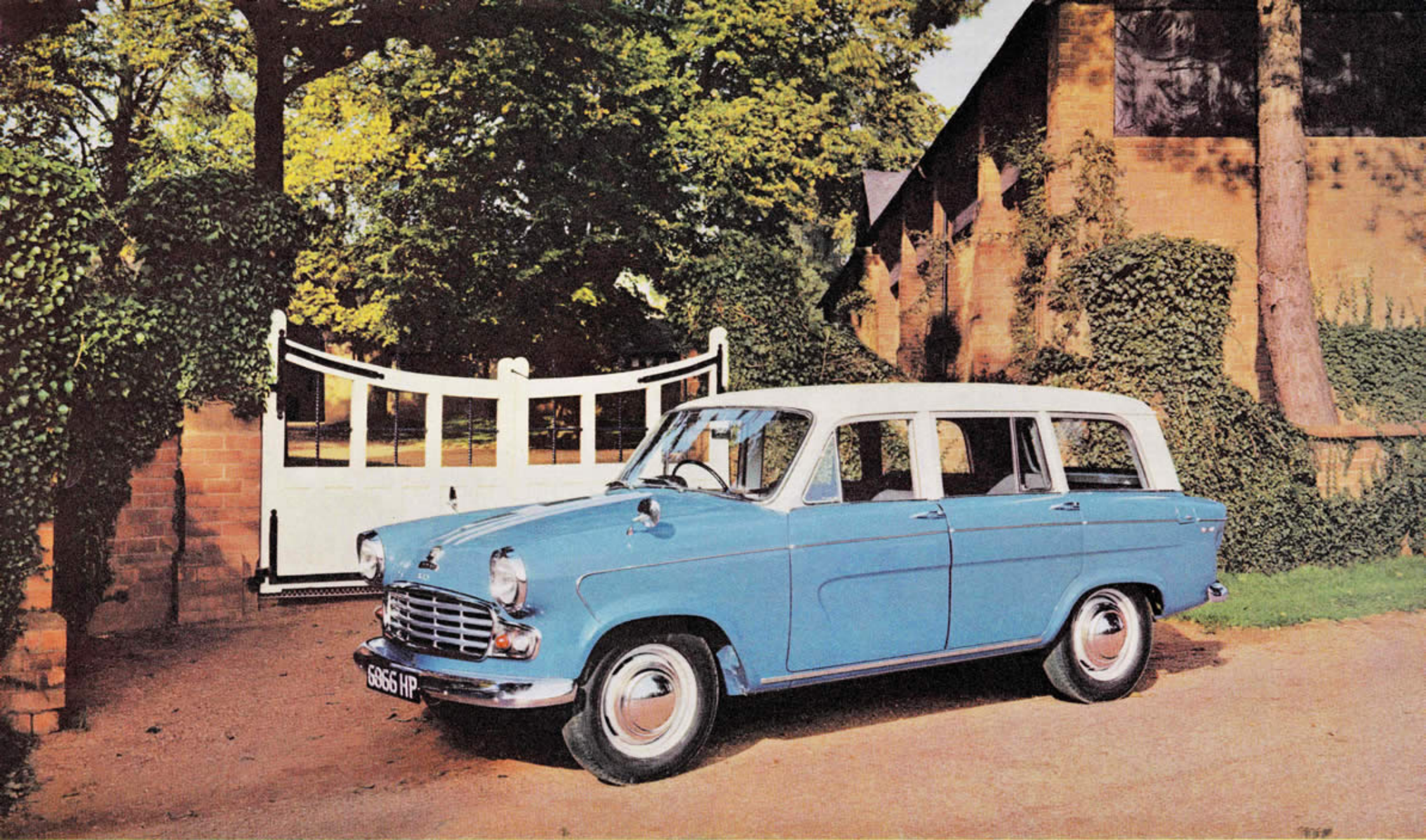




STANDARD



TRIUMPH

BERKELEY SQUARE GARAGES LTD.,
BERKELEY SQUARE,
LONDON, W.1.
GROSVENOR 4343

The Standard Vanguard

Luxury Six

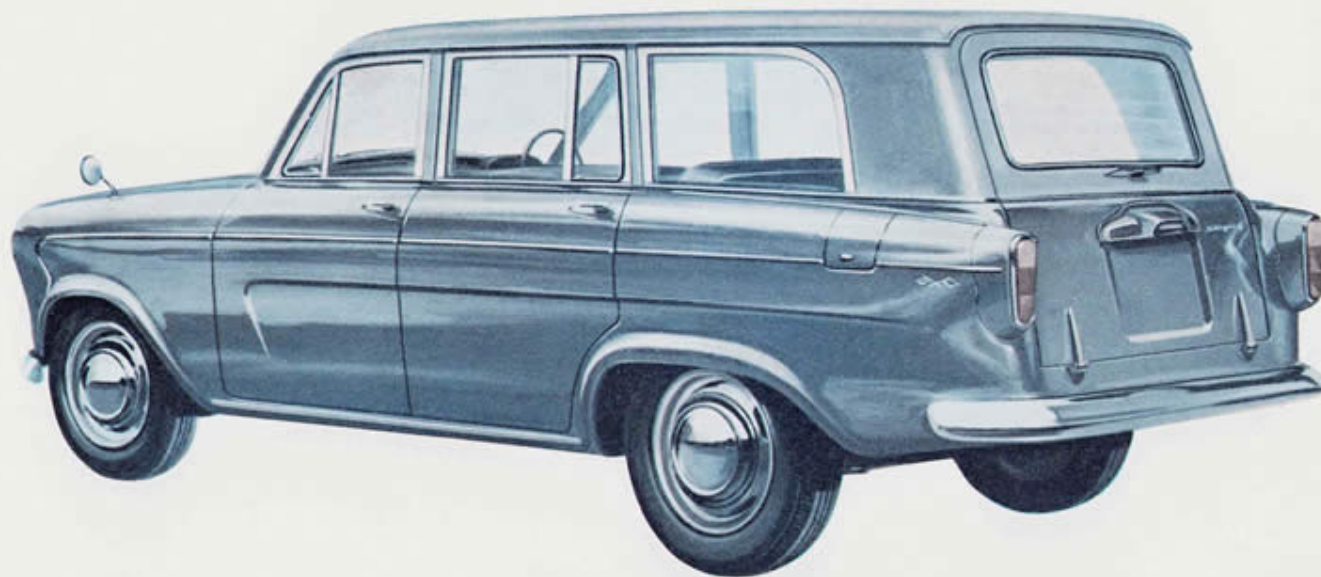
Estate Car



The Standard Vanguard *Luxury Six* Estate Car

This superbly styled Luxury Estate Car combines elegant appearance with sturdy practicability and the smooth performance of an entirely new six cylinder engine.

Handsome and versatile, the Vanguard Luxury Six Estate Car will grace the most formal occasion in the evening and be ferrying loads from the market next morning. Here is a vehicle with luxury saloon comfort, estate car capacity and the whispering smoothness of the new Vanguard Six power unit. Developing 85 b.h.p.(gross) at 4,500 r.p.m., this responsive power unit provides effortless cruising at 80 m.p.h. plus. There's sparkling acceleration throughout the speed range and the Vanguard fuel economy is maintained.



Front and rear seats in position, with rear space for luggage.



The rear seat folds forward as shown here, leaving a total area of 57 cu. ft. (1.62 cu. metres) for luggage.



The lower tailgate extends horizontally to provide extra platform space.



fingertip control . . .

The handsome facia and instrument panel is completely new and scientifically planned for safe and easy driving. The skilfully grouped instruments, mounted directly in front are clearly visible at a glance and the finger tip controls for the lighting and overdrive are mounted on the steering column.



Four wide opening doors ensure quick and easy access, and the spare wheel is housed under the luggage floor; it is easily accessible and does not take up valuable luggage space. Everything, in fact, is designed to make your motoring easier, there is even a choice of gearbox to suit your driving style. You can have a four speed box with a floor mounted lever; or a three speed box with steering column gear change. You can have overdrive, as an optional extra, with either gearbox; and Borg-Warner automatic transmission is also available as an extra.

luxury and comfort . . .

The deeply upholstered, super-comfortable seating provides spacious accommodation. Standard-Triumph engineers have allied new standards of luxury and armchair comfort to the smooth silence of the new six cylinder engine. You will travel relaxed in the new Vanguard LUXURY Six Estate Car.

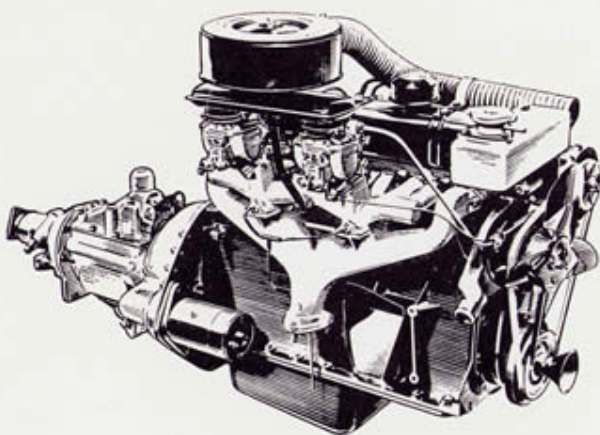


Facts & figures

The heart of the Vanguard Luxury Six is the superlative new six cylinder twin carb. two litre power unit, designed and developed by Standard-Triumph engineers. This tough engine was subjected to the most exhaustive test programme on the bench, test track and the open road to prove beyond doubt that it reached the enviable standards of performance and reliability expected of a Vanguard engine.

The result, a power unit possessing all the characteristics you expect from six cylinders—smoothness, silence and flexibility—plus the traditional Vanguard stamina and long life. What more could any engine offer? This is the first production engine ever to be fitted with the new twin Solex integral semi-down draught carburettors—ensuring even fuel distribution to all six cylinders and added smoothness. A torsional vibration damper is fitted to the crankshaft—another contribution to smoother performance.

smooth power . . .



SPECIFICATION

BODY

Four-door, six-light, 5-6 seater. Steel panelled. Specially treated to resist rust and dust-proofed. Fitted with toughened safety glass. Increased size swept screen with stainless steel inserts. Drop and lift gates at rear, the latter housing wide back light. Door handles, double locking, press button operation. Anti-draught ventilators on all doors. Extruded anodised aluminium framed light surrounds on all doors and quarter lights.

Upholstery: Vynide.

Seating: Front and rear seats of the divan type with front having centre folding arm rest. Combined elbow rest and door pull on front doors. Front seat adjustable fore and aft, easily operated with passengers seated.

Instruments: Attractively grouped in front of driver in fascia panel, comprising: speedometer with trip; ammeter; gauges (fuel, water temperature, oil pressure); indirect instrument illumination: ignition, high beam and flasher warning lights.

Controls: Buttons, centrally grouped on either side of steering column for starter, choke control, windscreen wipers and screen washer, headlamps and parking lights, instrument lighting.

Parcel, luggage and tool accommodation: Enclosed glove locker on passenger side, fitted in fascia panel, with lock, also cubby box when radio not fitted. Map pocket on left, and similar pocket on right hand side of scuttle. Luggage accommodation behind the rear passengers' seat squab. Folding the rear seat and squab gives extended luggage floor and doubles the carrying capacity. Drop gate at rear provides extra platform length and also houses the tool tray. Spare wheel housed under luggage floor in cradle.

Ventilation: All four doors have fully pivoting glass ventilators, providing anti-draught ventilation or air flow into interior, and are fitted with drop lights and window winders.

Locks: Locks to all doors, petrol filler recess, glove locker and lift gate. Front doors double locking externally or internally as required. One-piece bonnet arranged with lock-release control operated from inside body.

General equipment: Interior panel lights independently controlled by combined switch and rheostat. Interior illumination light on header rail with integral switch. Courtesy light switches on all doors and under steering column to illuminate controls. Separate lamp over lift gate. Large type ash trays at front and rear, crash pad on lower fascia rail. Floor covering: Home—carpet, export—rubber, or vice versa to order. Head lining, washable plastic. Rubber mat on floor of luggage compartment, and back of rear seat also rubber covered. Bonnet is spring counter-balanced for ease of opening and will remain open automatically. Lift and tail gates may be secured in "open" position. One-piece bumpers of deep substantial design, chromium plated. Twin screenwipers: electric motor under bonnet. Screen washer. Heater and air conditioning unit provides cool or heated air to the interior as desired. Demister and defroster provide current of air to the windscreen. Spare wheel and tyre. Tools, with jack and starting handle. Chromium plated nave plates. Fittings included for installation of radio.

Engine: Six cylinders. Bore 74.7 mm. (2.94 in.). Stroke, 76 mm. (2.992 in.). Capacity 122 cu. in. (1,998 c.c.) (two litre). R.A.C. rating 20.8 h.p. Compression ratio 8. Overhead valves, push rod operated. Cooling system, thermostatically controlled. Pump circulation. Fan, 12½ in., four blades, vee belt drive. Fuel system, tank at rear. Pump, mechanically operated. Carburettors, two down draught. Combined air cleaner and silencer. Lubrication: Oil pump, high capacity internal gear rotor, feed to main bearings, big end and all camshaft bearings under pressure. Oil cleaner, full flow—replaceable cartridge. Ignition, coil, centrifugal and suction controlled automatic advance.

Transmission: Clutch: Single dry plate 8 in. diameter. Light action pedal, hydraulic operation. Ball thrust bearing.

Gearbox—4 Speed (Central Change): Four forward ratios and reverse. Gear lever mounted above gearbox. Gears: Patented positive synchromesh on 2nd, 3rd and top ratios. Silent helical gears. Oil filler: Combined with dipstick.

	Top	3rd	2nd	1st	Rev.
Ratios ...	1.00	1.38	2.1	3.54	4.55
Overall Ratios ...	4.1	5.66	8.61	14.5	18.64

3 Speed (Column Change) Gears: Three forward ratios and reverse. Remote control gear change. Patented positive synchromesh on all forward ratios. Silent helical gears. Oil filler: Combined with dipstick.

	Top	2nd	1st	Rev.
Ratios ...	1.00	1.67	3.12	4.11
Overall Ratios ...	4.1	6.85	12.4	16.88

Propeller shaft: All metal shaft, needle roller bearings. Rear axle: Semi-floating axle shafts, three piece casing. Taper roller hub bearings. Drive: Hypoid bevel gears. Taper roller bearings. Ratio: 4.1.

Capacities: Fuel tank 14 gals., engine 10½ pints, gearbox 1½ pints (with overdrive 3½ pints), rear axle 1½ pints, cooling system 14 pints.

Suspension: Front, low periodicity independent suspension system, screwed wishbone shackles top and bottom, coil springs controlled by telescopic hydraulic dampers; taper roller hub bearings. Rear: long semi-elliptic controlled by telescopic hydraulic dampers.

Wheels: Steel disc type. Large chrome nave plates.

Jacking: Four point. Portable jack.

Brakes: Hydraulic operation 10 in. x 2½ in. wide. Lining area 175 sq. in. Two-leading-shoe type on front wheels, leading and trailing shoe type on rear wheels. Foot operates all wheel brakes hydraulically. Hand brake operates on rear wheels mechanically. Lever located under scuttle.

Frame: Unitary body and chassis construction, forming light but rigid assembly.

Steering: Recirculating ball type. Optional right or left hand drive. Dished steering wheel 17 in. diameter (431 mm.), two spoke, arranged to provide maximum vision of instruments.

Battery: 12 volt, 51 amp/hr., located under bonnet.

Tyre size: 5.50-16 in. Dunlop tubeless.

PERFORMANCE DATA

Engine: Gross b.h.p. 85 at 4,500 r.p.m. Torque 1,290 lb/in. at 2,500 r.p.m. (equivalent to 133 lb/sq. in. b.m.e.p.). Piston speed at vehicle's maximum road speed 2,390 ft/min. at 4,800 r.p.m.

Maximum Speed: 90 m.p.h.

Acceleration (2 up): Top gear 20-40 m.p.h. (32-64 km.p.h.), 9.5 secs.; 30-50 m.p.h. (48-80 km.p.h.), 10 secs. Through gears, 0-60 m.p.h. (0-90 km.p.h.), 17.2 secs.

PAYLOAD CAPACITIES

5 up: Weight 2 cwt. (100 kg.); Volume 25 cu. ft. (0.71 cu. m.); (drop gate up) 10 sq. ft.; (down) 16 sq. ft. **3 up (rear seat folded):** Weight 5 cwt. (250 kg.); Volume 57 cu. ft. (1.62 cu. m.); Bottom (gate up) 18½ sq. ft.; (down) 24½ sq. ft.

LUGGAGE ACCOMMODATION DIMENSIONS

Height: 33 in. (840 mm.). **Width:** 50 in. (1270 mm.). **Length:** Rear seat squab erect, 36 in. (920 mm.); Rear seat folded down, 60 in. (1530 mm.); Rear seat folded down and drop gate down, 84 in. (2130 mm.). Gate opening width, 37 in. (935 mm.).

GENERAL DIMENSIONS

Wheelbase: 8 ft. 6 in. (2590 mm.). **Overall Dimensions:** Length 14 ft. 3½ in. (4355 mm.); Width 5 ft. 7½ in. (1720 mm.); Height (unladen) 5 ft. (1520 mm.).

Track: Front and rear 4 ft. 3 in. (1300 mm.). **Ground clearance (laden):** Rear axle 7½ in. (185 mm.). **Turning circle:** 39 ft. (11.8 M.). **Weight:** Dry (excluding extra equipment) 24½ cwt. (1,230 kg.); Complete (including fuel, tools, oil and water) 25½ cwt. (1,295 kg.).

OPTIONAL ITEMS AT EXTRA COST

Leather Upholstery. Borg-Warner Automatic Transmission. Overdrive. Laminated safety glass windscreen. Dual-tone paint-work. Telafo shock absorbers.

Consult your local distributor or dealer for the complete range of useful Stanpart accessory equipment that is available for this model.

... and STANPART service wherever you go!

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STANDARD TRIUMPH

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